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MISCELLANEOUS.

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TOURISTS' GUIDE THROUGH HAWAII.—Price 60c; beautifully illustrated. For sale by all new dealers.

A General Omission.

The Memphis Scimitar tells of a negro preacher who had just concluded the ceremony which united an old negro in matrimony for the fourth time. The silence which usually follows an occasion of this kind was broken by the preacher in his effort to relieve the embarrassment of the attendants. "It is usually the custom," he said, "for the preacher to kiss the bride, but this time we will omit."

The groom gave his young wife a healthy smack, and turning to the preacher said: "Parson, it am usually de case fer de groom to give de parson somethin', but dis time we'll omit," and he walked away from the astonished preacher with his bride on his arm.

Dewey's Flagship in Bad Shape.

WASHINGTON, D. C., Dec. 27.—The Board of Survey has reported that it will cost \$350,000 for the construction work incident to putting the Olympia into first-class repair, and the cost of refitting the engines and boilers will bring the total up to \$500,000. Fifteen months will be required to complete the work at the Boston Navy Yard.

ORIENTAL MAIL NEWS

Wreck of the Steamer Hupeh.

TALE OF OCEAN TRAGEDY

Summary Vengeance Wreaked on West River Pirates—Villagers Capture and Execute Them.

HONGKONG, Dec. 25.—The Press says: On Wednesday we announced that the previous afternoon Messrs. Butterfield and Swire had received a telegram from Manila to the effect that the Hupeh was lost together with forty-six Chinese, but that all the Europeans aboard were saved and were coming to Hongkong in the Yuensang. The Hupeh left Passarouan, Java, on November 6th, and should have reached Hongkong on November 15th. She was still nineteen days overdue before any tidings were received concerning her, and consequently the gravest fears were entertained as to her safety. Yesterday the Yuensang arrived in the harbor with those who had been saved. These were fifteen in number, and consisted of eight Europeans and seven Chinese. The Europeans were Captain Pennefather, three officers, three engineers, and Mr. Revelle, agent for the Columbia cycles, who was the only passenger. The Chinese saved were the boatswain, three Chinese quartermasters, the lamp-trimmer and two sailors. The Europeans saved in addition to the captain and Mr. Revelle were Chief Officer W. Hunter, Second Officer J. Jackson, Third Officer A. Durant, Chief Engineer S. Farrell, Second Engineer W. Pugh and Third Engineer A. Blake.

When the Hupeh left Passarouan on November 6th she had on board a crew of sixty and one passenger and carried as cargo 4,000 tons of sugar. On the 14th the Island of Caba was passed. All had gone on well up to then, but on the 15th—that was Thursday—a severe gale came on from the north with a heavy sea, and at 2 o'clock on the Friday morning the vessel began to list to port, and things began to look so serious that Captain Pennefather at 8 o'clock in the morning ordered her head to be turned towards Manila. Though the vessel was almost straight at 5:30 in the morning she was twenty-seven degrees to starboard by 6:30. The list kept becoming greater and greater, and with a view to improving matters Captain Pennefather ordered some of the cargo to be thrown overboard.

The list, however, continued to increase, and by Saturday, November 18th, the vessel was sixty degrees to starboard, and the crew began to talk of leaving the ship. All the boats had gone, with the exception of one on the port side, which could not be got at, so eight rafts were prepared and all got aboard except the captain and the passenger. The captain announced that he purposed sticking by the ship, and endeavored to dissuade the crew from going on to the rafts, saying that they would be safer in the ship. They, however, said they did not believe in dying like rats in a hole and intended to make a fight for it. With that they pushed off and were lost sight of before dark.

The following day—Sunday—two of the rafts returned to the ship. The first to arrive was the one in charge of the Chinese boatswain. It reached the Hupeh at about 9 o'clock in the morning, coming from leeward. The boatswain reported that they had been sorely beset by sharks, the water literally swarming with them, and that during the night a raft which they were towing had gone under and that the eight men on it were devoured by these monsters of the deep. At about 4 o'clock in the afternoon the raft with the officers and engineers came alongside from windward. They also said they had been much troubled by the sharks, which had actually leaped out of the water and taken bits of biscuits which were on the raft. Under these circumstances they deemed it more prudent to endeavor to find their way back to the ship, which they did. By this time provisions had got very scarce on the Hupeh, and consequently everybody had to be put on short rations.

Captain Pennefather saw that his only chance of safety lay in getting hold of the remaining boat, and with considerable difficulty he managed to do this on Monday morning, November 20th, and the fifteen men who remained got into her. The Hupeh was then about 14.10 degrees north and 118.13 degrees east, and was about 100 miles from the Island of Caba. The

boat was pushed off from the ship, which went down soon afterwards, the boat standing by to see the last of her.

Those in the boat then made sail and on Wednesday morning, November 22d, were fortunate enough to reach the Island of Lubang, one of the Philippines, landing at a village called Look. Here they were received most kindly by the inhabitants, who gave up their homes for them, brought them the best of their food, and presented them with 300 of the only 700 cigars which the Island possessed. The head man also found them a schooner to take them to Manila, himself guaranteeing its return. On reaching Manila they found the Yuensang in port and at once took passage aboard for Hongkong. The Lubang Islanders deserve to be rewarded for the humanity displayed by them.

We may add that the Hupeh is sister ship to the Shantung, which had only escaped coming to grief a short time ago. It will be remembered that the Hupeh rendered valuable assistance on that occasion.

Since the above was written we learn that the trouble started through the vessel springing a leak. The consequence was that the water got into the sugar and the listing of the vessel was the result. It was about 11 o'clock in the morning when the rafts left the ship, one containing the officers and engineers getting away first and seven others with the Chinese aboard following. At about 11 o'clock at night the Europeans' raft capsized. Only two of those on board could swim and it was with the greatest difficulty that all were saved. Of course what provisions were on the raft were lost and were devoured by the sharks, one of which came sailing by just as the last man had been got out of the water. On the following morning the ship was sighted, and, as stated above, the raft returned and all got on board the vessel again.

Vengeance on Pirates.

A rather sanguinary tragedy is reported on the West river, in which the latter was hit, and summary vengeance was executed on the pirates. The river steamer Wuchow, which had left Kongmoon on Thursday about 6:45 a. m., was steaming placidly along when, on approaching Chu Li Island, Captain Thomas heard some firing in front, and at first thought it was some crackers being exploded, but he could not understand why they should be fired at that unusual hour. Suddenly, however, he saw some shots strike the water about forty yards ahead of the steamer. There was a thin haze hanging over the river at the time and he could not see clearly what was going on on the banks, but he summoned the officers and others and got their arms ready, thinking there was a piratical attack impending. This idea was, however, soon dispelled by noticing that though the steamer continued her course the shots never came nearer. Presently the haze cleared and Captain Thomas saw that the banks of the river were lined on either side by excited crowds, who were firing at a long, low boat which was being rowed by four men, who were dodging the bullets and endeavoring to propel the boat by working the oars above their heads. It then dawned upon his mind that these were pirates whom the villagers were attempting to capture. As the Tweed was lying about a mile further up Chu Tau Shan, Captain Thomas gave orders to cast loose the lighter, and he then steamed off to the Tweed and informed the commander of what was going on. Unfortunately the fires had been drawn (for the first time for a week) from the steam pinnace, but orders were given to get up steam as soon as possible, and meantime the Wuchow took the pinnace in tow and returned with her to the scene, and then taking the lighter in tow again resumed her voyage. Captain Thomas learned, on his return, that the villagers had captured red-handed in an act of piracy, and they had executed summary justice on his crew. One man's face had been cloven from his head by an axe, and the sight was most sickening. Savage as the retribution was, it may, however, have some salutary effect in checking the pirates, who are such a pest along the inland waterways.

INTIMIDATED BY HYMNS.

Church People Charged With Bribery at the Polls.

LOUISVILLE, Ky., Dec. 27.—Cloveport went dry in a local option election by a majority of 50. It was the most exciting election ever held here. Women and preachers crowded the entrance to the polls and sang hymns, while church bells were ringing.

A contest will be made alleging bribery, intimidation and coercion, and an attempt will be made to indict people high up in church and society circles.

It is claimed that the women and preachers crowding about the polls caused many men who would have voted against local option to vote for it. It is not probable, however, that the intimidation can be proved, for the alleged intimidators made no threats.

Spell it "Puerto Rico."

WASHINGTON, D. C., Dec. 29.—The Government has finally adopted "Puerto Rico" as the official spelling of the name of that island, and hereafter all official documents will adhere to that form.

BLAME FOR THE DEFEATS

The Wreck of Buller's Strategy.

ROBERTS BADLY NEEDED

Dr. E. Benjamin Andrews Says a World War Would Follow British Success.

LONDON, Dec. 27, 1 a. m.—The War Office has taken advantage of the earliest opportunity for expelling that the appointment of Lord Roberts as Commander in Chief is not intended as an indication of lack of confidence in General Buller. Apologies are not needed, since the crisis in South Africa is too serious for consideration of personal disappointments. General Buller cannot conduct the campaign in Natal and retain direct supervision of the operations in Cape Colony and on the western border. General Forester-Walker has been acting as General Buller's deputy, although his own department, that of communications, requires his undivided attention, and General Warren cannot represent him temporarily. But Lord Roberts, the best soldier in the army, is needed as Commander in Chief, with Kitchener, the best organizer, at the right hand, as chief of staff, and the Ministers have put two of the best men where they ought to be.

The action of the Government meets with universal approval. General Buller has warm friends who assert that he ought not to have been set aside on account of Colonel Long's blunder in taking the guns too near the river. But there are two facts which they choose to overlook. One is the repulse of Buller's army with heavy losses at a critical stage of the campaign. The other is the complete paralysis of his army corps, which was expected to march to Bloemfontein and Pretoria, but is now scattered over South Africa, and has failed to accomplish any definite purpose. There is a general impression that the War Office has been conducted in the interest of what is known as the "Wolseyley gang," and that it needs a good shaking up. Certainly the selection of Lord Wolseyley's rival, Lord Roberts, the best of all the Indian fighters, is a rebuke to the Headquarters favorites, who have been managing the campaign and making serious mistakes.

Did Not Act on Information.

Sir John Ardagh, head of the Intelligence Department, may have furnished an accurate list of the Boer artillery available for war, but the Staff in that case had acted strangely in sending inferior guns to the seat of war when there were howitzer batteries within reach. The shipment of the army corps and all the details of the transport on shore may have been well managed, but it remains true that the Staff did not adapt itself to the precise requirements of the campaign with mounted infantry, remarkable for mobility, and that the cavalry arm was neglected. The new programme of the War Office calls for long range artillery and an unusually large proportion of mounted troops. The shaking up process has already been useful. It is not necessary for Lord Wolseyley's indiscreet friends to explain under their breath that the Queen has been suspicious of him since refusal to go to Canada as Vice-roy, and that Lord Roberts has been sent to Cape Town in order to provide the Duke of Connaught with a high command in Ireland. The best soldier is needed for an emergency of supreme importance, and the Queen's Ministers have summoned him, heartbroken though he is from the loss of his only son.

World War Predicted.

CHICAGO, Dec. 27.—"If Great Britain is ultimately successful in South Africa the Powers of the world will unite to resist successfully her advance. A coalition will be formed against British domination, and when this war of the nations comes, which side will the United States take? We must take one side or the other. That will be a sad day for our Nation. Yet I say we never have got into a scrape yet that we did not get out of, and as a proper American I tell you we never shall."

The foregoing statement was made by Dr. E. Benjamin Andrews, former president of Brown University and now Superintendent of the Chicago public schools, in his address on "The War in South Africa" at the Bethel African Methodist Episcopal Church last evening. Dr. Andrews startled his hearers by the declaration that international war was inevitable and would follow the success of Great Britain in the Boer war. He announced that from the moment Kruger's followers surrendered, England necessarily would come in conflict with the other Powers in carrying out her plans of colonization.

He declared that clashes would follow the attempt to build the Cape-to-Cairo Railroad, and that the contemplated effort of Great Britain to build a railroad from the Suez Canal to Bombay, which would give that nation a direct means of throwing munitions of war into the lands about the head waters of the Euphrates, would be resisted.

SPAIN KEEPING PLEDGES.

Will Continue Payments Under the Treaty of 1834.

WASHINGTON, Dec. 26.—The Spanish Government has undertaken to continue the payments which it was pledged to make under the treaty of 1834, and the State Department has been informed that the Government at Madrid has drawn two drafts for the payment of the interest due on what are known as the "perpetual rentes of 1834." These drafts cover the arrears of interest for the years 1898 and 1899, the payments having been suspended on the outbreak of war. It was entirely within the technical rights of the Spanish Government under international law to refuse to be bound by the treaty of 1834, and its action is regarded by the State Department as peculiarly gracious.

The payments under this treaty are made on account of illegal blockading operations by the Spanish naval forces early in this century, when the Spanish South and Central American colonies were struggling to achieve their freedom. American shipping and mercantile interests generally suffered from these blockading operations, and a joint commission assessed damages against the Spanish Government in favor of the American claimants to the amount of about \$600,000. Instead of paying the cash, the Spanish Government, with the consent of the United States Government, as well as of the claimants, inscribed the names of the latter on what is known as the roll of "perpetual rentes," guaranteeing to pay the claimants the interest on this principal in perpetuity.

JACKSON'S LAST DISPATCH.

Written a Few Hours Before the Confederate General's Death.

BALTIMORE, Dec. 26.—A. E. Morrison, of Leesburg, Va., has left at the Mercantile Trust Company for safekeeping the last dispatch written by General "Stonewall" Jackson. The dispatch was directed to General Lee and was written at 3 o'clock on the afternoon of May 2, 1863. General Jackson was killed about 7 o'clock the same day. The dispatch was intrusted to Mr. Morrison for delivery, but never reached its destination, as the bearer was wounded in his efforts to get through the lines and was unable to proceed or to turn the dispatch over to another courier. Mr. Morrison has since kept the paper, which he prizes highly as being perhaps the last official action of the famous Confederate general. This dispatch reads as follows:

Near Six Miles West Chancellorsville, 2 p. m., May 2, 1863. General: The enemy has made a stand at Chancellorsville, which is abt 2 miles from Chancellorsville. I hope so soon as practicable to attack. I trust that an ever kind Providence will bless us with success. Respectfully, T. J. JACKSON, Lieutenant General.

To General Robert E. Lee. P. S.—The leading Division is up and next two appear to be well closed. T. J. J.

Just Learned of War Tax.

ASHEVILLE, N. C., Dec. 25.—Job Cleveland, a cousin of ex-President Grover Cleveland, was initiated into the mysteries of the war tax in the office of Internal Revenue Collector Harkins to-day. The old man is a manufacturer of wine, and leads a secluded life in Buncombe County.

For some time reports have come to Mr. Collector Harkins' office that Mr. Cleveland was violating the revenue law by failing to affix a stamp to each bottle he put up. The Collector wrote asking him to come in and make an explanation. To-day Mr. Cleveland stated to the Collector that he had heard nothing of the new law to raise money for prosecuting the war, and he had gone on innocently violating the law. He made out a statement of back tax due, paid the amount and bought a supply of stamps for future use.

Stands by His Chinamen.

WASHINGTON, Dec. 26.—Admiral Dewey has renewed his request that the Chinese who served with him during the battle of Manila be given the right to enter the United States free from restrictions. His letter to Secretary Long, which has been forwarded to Congress without comment for consideration, urges "that the department will recommend legislative action to all these men (the Chinese who fought under him at Manila) to enter the country for which they fought. It is doubtful if more than a dozen would care to avail themselves of the privilege, but it seems to me that it would be only common justice to give it to them."

Germs Shun Telephones.

PARIS, Dec. 26.—No case of contagion has been traced to the use of the telephone, a scientific commission here having thoroughly investigated the matter. Parisians were so alarmed over the reports that the exhaustive inquiry was made.